BANFÖRVALTNINGSCENTRALEN
FINNISH
RAIL
ADMINISTRATION

RHK

FINNISH RAIL
ADMINISTRATION
BANFÖRVALTNINGSCENTRALE
RATAHALLINTOKESKUS

ANNUAL REPORT 1995

Contents

The Finnish Rail Administration

Business Idea

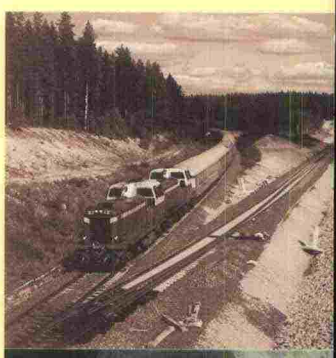
The Finnish Rail Administration (RHK) works to improve the operating conditions for railway traffic, enabling it to be an efficient, safe and environmentally friendly form of transport, both in Finland and as part of the international transport system.

RHK is in charge of maintaining and developing the rail network, is responsible for the safety of rail traffic, and provides a competitive transport network for use by railway companies.

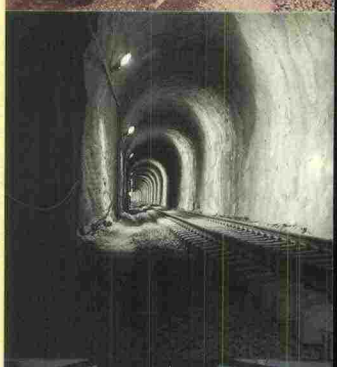
RHK takes into account the transportation needs of industry and commerce, and the need for public transport, and operates in accordance with the principles of sustainable development. It is developing the rail network for international traffic as a key link between east and west.

RHK works actively to influence issues that affect Finland's transport policy and transport infrastructure.

STRATEGY UNIT
Issues relating to rail network development and transport policies

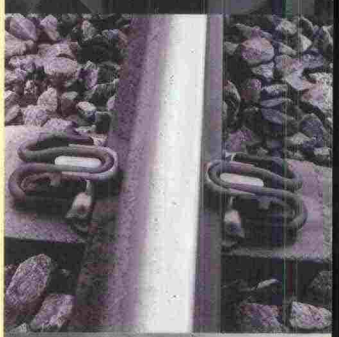


CONTRACTING UNIT
Commissioning track construction and maintenance work and traffic control services

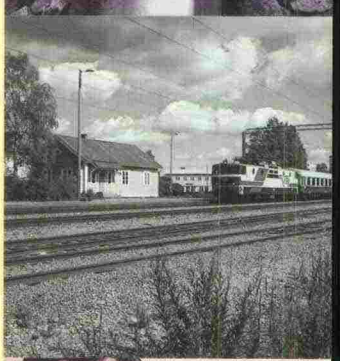


SAFETY UNIT
Safety regulations for rail transport, health and training requirements for rail transport operators, ticket control

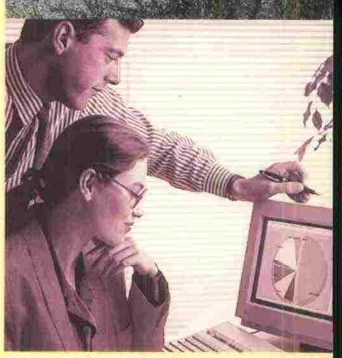
TECHNICAL UNIT
Standards and safety requirements for rolling stock, track and associated equipment



REAL ESTATE UNIT
Acquisition and management of real estate, zoning and environmental issues



FINANCE UNIT
Financial and general administration for RHK



The Finnish Rail Administration

is responsible for

Finland's rail network

THE FINNISH RAIL ADMINISTRATION (RHK) IS A CIVIL SERVICE DEPARTMENT PRESCRIBED BY THE RAILWAY NETWORK ACT THAT IS SUBORDINATE TO THE MINISTRY OF TRANSPORT AND COMMUNICATIONS. RHK IS IN CHARGE OF MAINTAINING AND DEVELOPING THE RAIL NETWORK AND IS RESPONSIBLE FOR THE SAFETY OF RAIL TRANSPORT. RHK ADMINISTERS THE RAIL NETWORK AND ITS EQUIPMENT, STRUCTURES AND LAND. THE FINNISH RAIL ADMINISTRATION STARTED OPERATIONS ON 1 JULY 1995.

The Finnish Rail Administration was set up to retain the commissioning of track building and maintenance and other official duties under state administration when the railway services operator (VR) became a joint-stock company. The creation of RHK is also a step in the process of bringing rail transport into line with the requirements of EU directives. These state that infrastructure management and its financing must be separated from rail traffic operations.

A key objective has been to create a clearer division between transport operations and the maintenance and building of the rail network. The intention is that transport operations will be handled by a company, in the same way as the state runs its other businesses that operate in a competitive field, and that the state should be responsible for the rail network as it is for other transport networks.

The separation of transport operations and infrastructure management will make it possible in the long term to organize open competition for rail transport in Finland. It will also bring greater openness about levels of state support and will further the implementation of free trade legislation.

PARLIAMENT DECIDES ON FINANCING FOR INFRASTRUCTURE MANAGEMENT

The Railway Network Act stipulates that the state owns the rail network and its equipment and land, and that the state shall maintain the rail network, and is responsible for replacement work and the construction of new lines. The Finnish Rail Administration has responsibility for all these tasks. Parliament decides on the level of financing for infrastructure management as part of the annual state budget. RHK charges transport operators a fee for use of the rail network.

The Finnish Rail Administration obtains its resources for infrastructure management and operating expenses from the state budget and from other sources such as track fees and rental and other income. The Finnish Rail Administration buys in services for track construction and maintenance, real estate management and traffic control, including from VR-Corporation companies.

The minimal annual requirement for rail infrastructure management is about FIM 2 billion, which was the amount used in both 1994 and 1995.

RHK

RAIL ADMINISTRATION BOARD DIRECTS AND OVERSEES OPERATIONS

The statute relating to the Finnish Rail Administration states that the RHK's operations shall be directed and overseen by the Rail Administration Board, which is appointed by the Council of State. Its tasks include deciding on general operating policies for RHK and on service and operative goals. The board also makes proposals for the general development of operations and relating to rail traffic, and ratifies major plans and policy decisions that affect the building and maintenance of the rail network and the organization of traffic control.

The Council of State appointed the first rail administration board on 15 June 1995. The members of the board are Ossi Niemimuukko, RHK's chief director, as chairman, and chief engineer Rita Piirainen from the Ministry of Transport and Communications as vice chairman. The other members are Materials Manager Marjatta Kukkamäki from Kemira Fibres Oy, representing the users of railway services; Henri Kuitunen, Managing Director of VR Ltd, representing VR-Group Ltd; and track engineer Tapio Peltohaka, the representative for RHK's personnel. The board members' term of office lasts until the end of 1997.

The members of the Rail Administration Board: Marjatta Kukkamäki (front, left), Rita Piirainen, Henri Kuitunen (rear, left), Ossi Niemimuukko and Tapio Peltohaka.

LEAN, EFFECTIVE ORGANIZATION

The operations of the Finnish Rail Administration are headed by the chief director, who is responsible for the Finance Unit and five other units: Strategy, Contracting, Safety, Technical and Real Estate. A total of 55 people work in the office and a further 33 employees are engaged in ticket control activities, for which RHK has responsibility according to the Ticket Inspection Law.

RHK's Finance Unit handles the department's financial and general administration. It is responsible for personnel, financial matters including budget planning, and office systems and services.

The Strategy Unit attends to issues relating to transport policy and developing the rail network. Project surveys and development strategies and programmes all belong to this unit's work. Matters relating to the direct route to Lahti, for example, are the responsibility of the Strategy Unit.

Commissioning track construction and maintenance work is the business of the Contracting Unit. It looks after both the commissioning and the inspection of this work. The unit is also responsible for developing and commissioning traffic control services and drawing up the project programme for the next few years.

The safety of railway traffic is the responsibility of both the Safety Unit and the Technical Unit. Safety regulations and procedures affecting railway traffic belong to the Safety Unit's area of responsibility, and it also regulates the health and training requirements for rail personnel.

The Technical Unit, for its part, is responsible for the safety of rolling stock and the track and its equipment. The unit sets the standards for rolling stock technology and for that of the track and equipment. It makes type approvals and carries out inspections. The unit also has responsibility for safety issues relating to electromechanics and for quality issues.

The Real Estate Unit handles the acquisition, administration and leasing of fixed assets, and matters relating to zoning and the environment. The unit is responsible for land transactions, purchasing, and for making statements on zoning proposals.

Chief Director's Review

THE FIRST YEAR OF OPERATIONS FOR THE FINNISH RAIL ADMINISTRATION HAS BEEN EXTREMELY BUSY. ALTHOUGH THE DEPARTMENT OFFICIALLY STARTED ITS WORK ON 1 JULY 1995, IT IS REASONABLE TO SPEAK OF A COMPLETE YEAR OF OPERATIONS. JUST GETTING STARTED REQUIRED EXTENSIVE PREPARATIONS AND MEASURES ESSENTIAL TO ENSURE THE UNINTERRUPTED WORK OF INFRASTRUCTURE MANAGEMENT.

Work in the new department has got off to a good start, in line with the tasks and goals laid down in various laws and statutes. Our main task is to administer the maintenance and development of the rail network and to ensure the safety of railway traffic. Through this we work to improve the operating conditions and competitive efficiency of railway transport.

Although the Finnish Rail Administration is a government department, it still has good reason to talk of customer relations. Its customers are the companies who operate on the rail network. The needs of these transport service operators, and the changes they undergo, must be seen as an important factor directing the operations of the body in charge of the rail network, in addition to general transport policy. In this connection it is necessary to weigh up on the one hand the proportion of passenger as opposed to freight traffic, and on the other hand the needs of international and domestic traffic.

OUTDATED RAIL NETWORK NEEDS MODERNIZATION AND EXTRA CAPACITY

Today's rail network does not serve the needs of rail transport as well as it could. Two main problems exist. Firstly, the rail network is old; most of it was built in the 1960s and is in need of serious repair. The 350 kilometres of track that have some form of traffic restriction are clear

evidence of this need, and more restrictions are having to be imposed all the time.

The other major problem is demonstrated by the bottlenecks in certain places in the network – insufficient capacity. This is particularly evident in south-east Finland and on the main lines running west and north from Helsinki.

Removing these problems is a key area for the operations of the Finnish Rail Administration. Modernizing the track will reduce the number of speed and axle weight restrictions. Building extra tracks will remove bottlenecks. Together these measures will boost the competitive position of export industries and help develop public transport that operates on the principles of sustainable development.

FINANCES MUST BE SUFFICIENT AND USED EFFICIENTLY

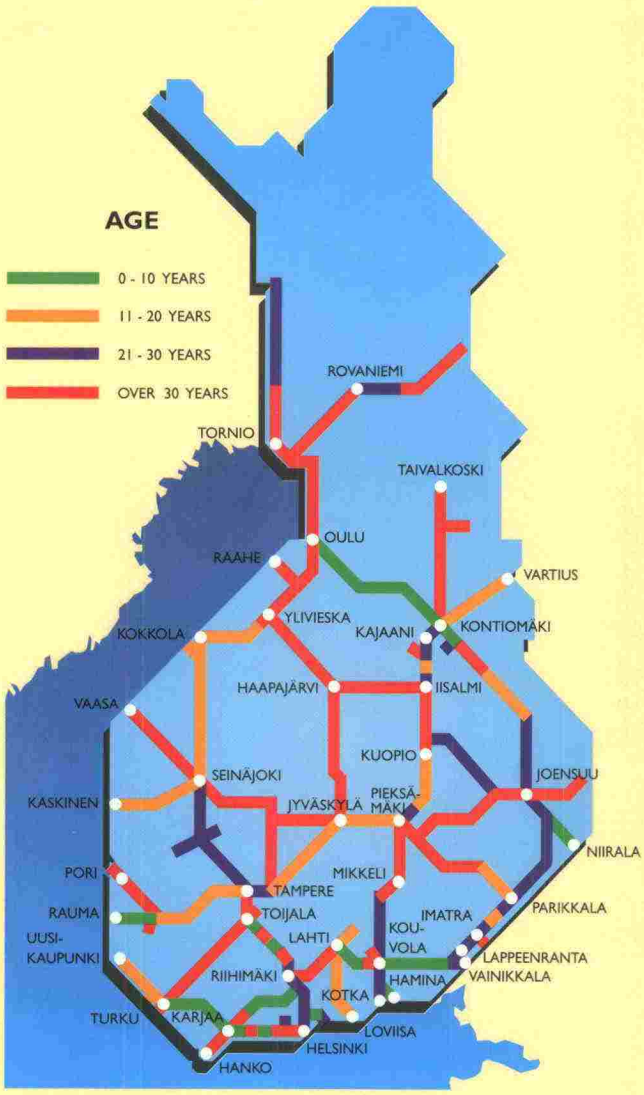
Upgrading the rail network and maintaining its value requires financing at the level of at least FIM 2000 million annually. Although with the country's economy in its current state the prospects are not too bright, it is reasonable to hope that sufficient support will be found for this level of financing.

When talking of sufficient financing, it is also necessary to talk of how to get the funds available to go further.

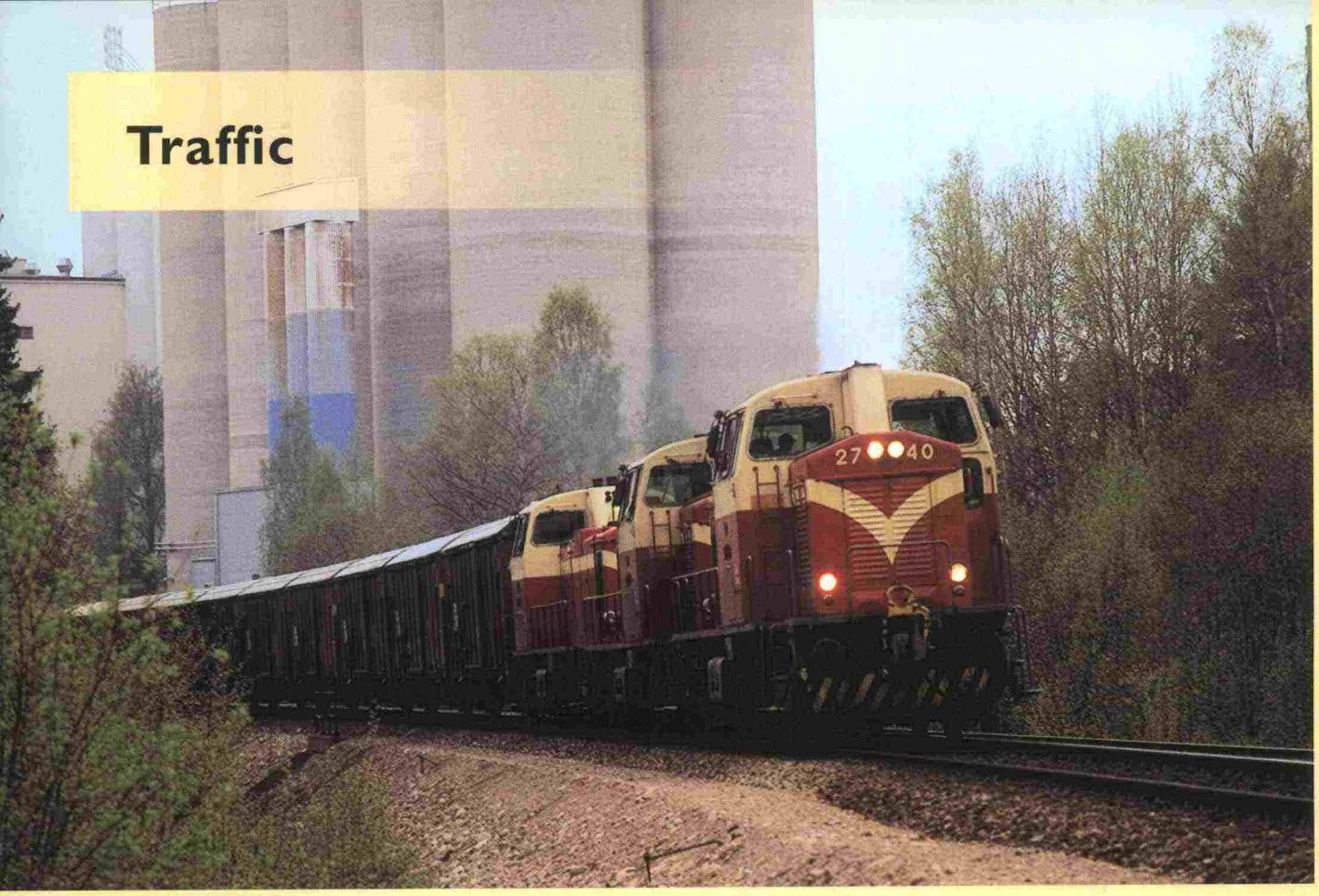
Targeting work accurately is naturally of primary importance, and so is carrying out work economically in as large projects as possible. It is also essential that as much work as possible is carried out in an environment of free competition. This will make it possible to obtain the right price and promote the innovation that keeps costs under control.

Finland needs rail transport that is effective and efficient. Rail transport, for its part, needs an efficient and effective rail network. The Finnish Rail Administration's objective is a rail network that serves the whole of society and matches the standards required by modern, progressive rail transport.

Age of rail network superstructure



Chief Director
Ossi Niemimuukko



Rail infrastructure management determined by traffic needs

DOMESTIC AND INTERNATIONAL TRAFFIC REQUIREMENTS DETERMINE THE PRIORITIES FOR MAINTAINING AND DEVELOPING THE RAIL NETWORK. RAIL INFRASTRUCTURE MANAGEMENT CREATES THE CONDITIONS NECESSARY FOR EFFICIENT AND COMPETITIVE RAIL TRANSPORT.

The demand for transport has a major influence on the development of rail transport, and this changes as the result of developments in international trade and Finland's economy, through transport and social policies and investments by industry.

FREIGHT TRANSPORT FOR INDUSTRY AND COMMERCE

At the moment only one railway company, VR Limited, operates on the Finnish state rail network. During 1995 VR Limited transported nearly 40 million tonnes of goods, which was 2 per cent more than in 1994. Domestic traffic accounted for 22 million tonnes. International transport totalled over 17 million tonnes, most of which, nearly 16 million tonnes, was traffic to the east. There were 4 million tonnes of transit traffic.

The raw materials for the forest, metal and chemical industries and their products form the largest groups of goods transported by rail.

Growth in demand for freight transport is mainly in international and transit trade. The biggest changes in traffic flows will be caused by the flow of goods between Finland and Russia and by potential new transit routes. The main rail link between Finland and Russia is still through the Vainikkala border crossing.

IMPROVEMENTS IN PASSENGER TRANSPORT LINKS

Trains account for about 60% of passenger journeys made by public transport that are over 75 kilometres in length. During 1995 more than 11 million long-distance journeys were made by rail, an increase of 3% on the previous year.

The passenger rail network today supports Finland's regional structure, since

about 80% of Finns live in communities connected by railway lines. In future, demand will probably focus even more strongly on high-speed links nationwide and between major centres. VR Limited is acquiring new railcars for track sections with less traffic.

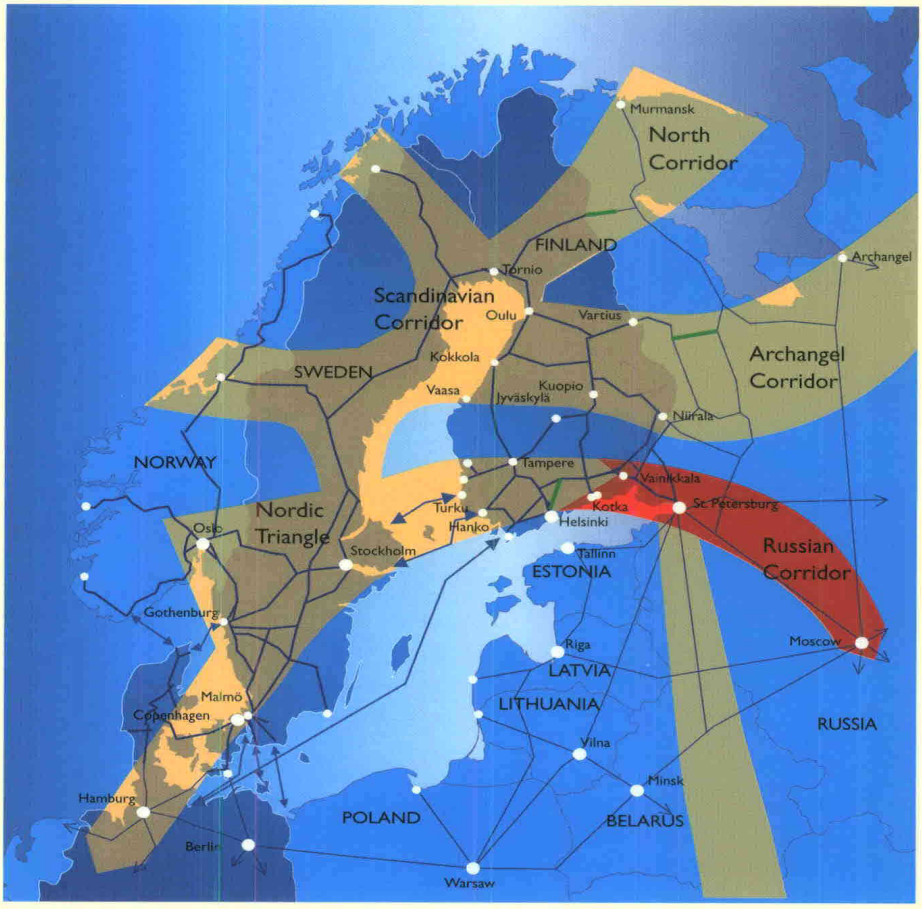
About 120 000 journeys are made daily on Helsinki's commuter trains. The municipalities in the Helsinki region are developing a feeder system, with a frequent train service into the centre serving heavy radial passenger flows.

Different international models

Recent developments in rail transport in Europe are the consequence of the EU directive, one principle of which is the separation of transport and infrastructure management operations. EU member states fulfil the requirements of the directive in many different ways, however, depending on the situation in each country.

In Sweden, track maintenance and construction were split off to form a separate government department, Banverket, in 1988. Sweden's state railways, SJ, operates on the rail network and pays a rail usage fee. In Denmark, infrastructure maintenance is part of the work of DSB, the railway corporation. DSB is fully reimbursed by the state for the costs of infrastructure management. In Germany, infrastructure management is the responsibility of DB AG, a private-law railway company. The company is divided into independent units that handle transport and infrastructure management. The funds for infrastructure management are provided by the federal government. In England track maintenance is handled by the state-owned body Railtrack, which like all railway operations is being privatized. In France and Italy, infrastructure management is entirely the responsibility of the state-owned public corporations which receive financing from the state.

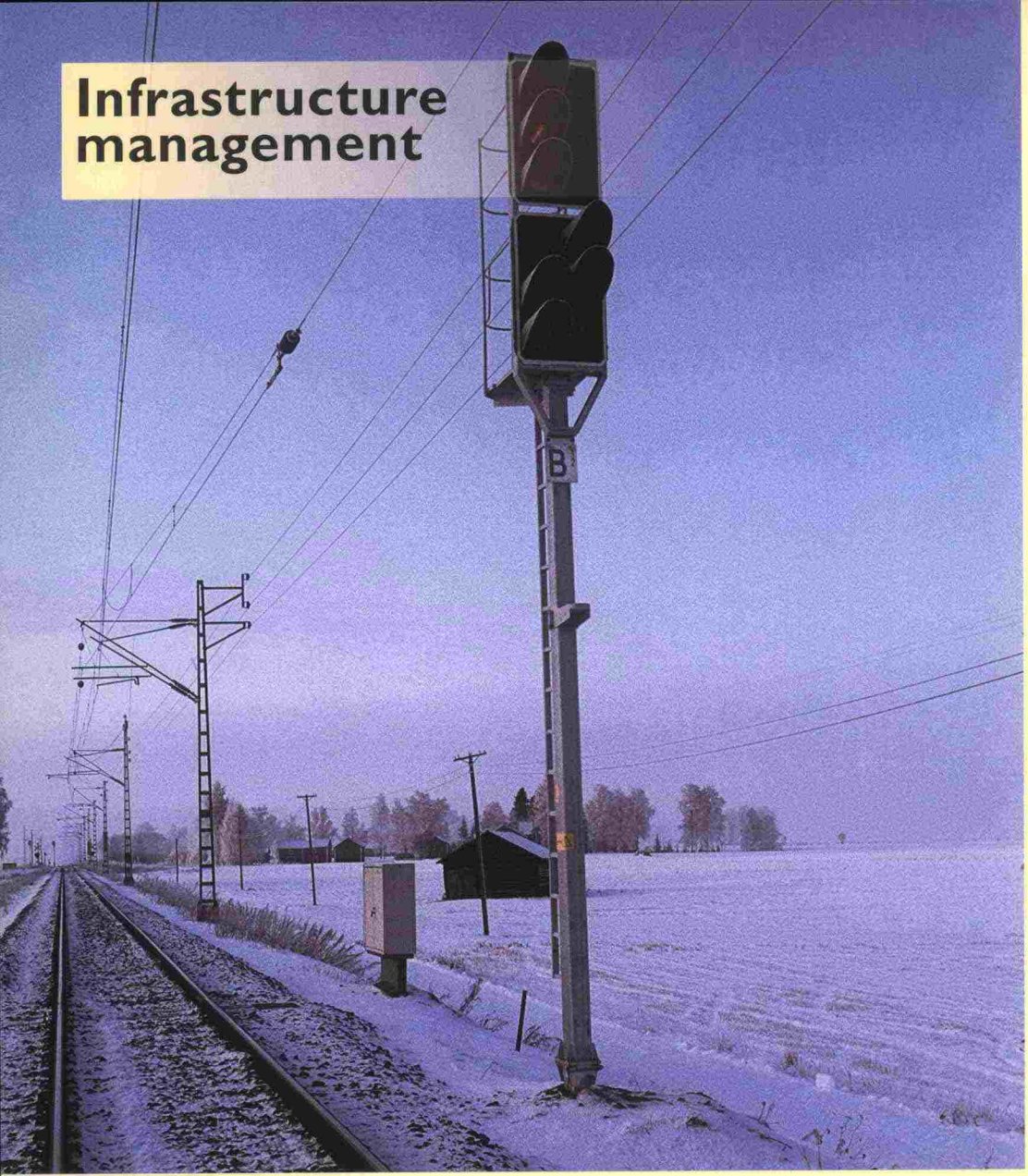
Finland's international railway links



RHK involved in international activities

The Finnish Rail Administration participates actively in international railway activities. RHK has been a member of the International Union of Railways (UIC) and of the Community of European Railways (CER) since the beginning of 1996. The department also works closely with railway officials in the Nordic countries, the Baltic countries and Russia. The main aim of these international activities and joint projects is to reinforce Finland's position as a railway link between east and west.

Infrastructure management



Effective infrastructure management promotes rail transport operations

RAIL INFRASTRUCTURE MANAGEMENT CREATES THE CONDITIONS FOR EFFICIENT AND COMPETITIVE RAILWAY TRANSPORT. INFRASTRUCTURE MANAGEMENT INCLUDES THE MAINTENANCE AND CONSTRUCTION OF TRACKS AND ALL EQUIPMENT, BUILDINGS AND LAND AREAS CONNECTED WITH THEM. INFRASTRUCTURE MANAGEMENT IS DIVIDED INTO BASIC TRACK MAINTENANCE, RAIL NETWORK DEVELOPMENT AND TRAFFIC CONTROL.

The start of operations by the Finnish Rail Administration did not bring any direct major changes to the actual work of infrastructure management. Maintenance, construction and development work continued uninterrupted in different parts of the rail network. The Finnish Rail Administration and VR-Track Ltd signed their first track maintenance agreements on 30 June 1995, according to which VR-Track Ltd operated as turnkey contractor for track maintenance until the end of the year. The agreement package covered track maintenance and construction, technical services, and development and planning for the rail network. RHK signed an agreement with VR Limited that included traffic control.

UPGRADING AND DEVELOPMENT

Upgrading work continued on the Helsinki-Tampere stretch of track, which is the busiest stretch of track in Finland and belongs to the planned network of high-speed trains. The track superstructure, in other words the rails, sleepers, switches and sub-ballast, is in urgent need of replacement. The track's safety equipment is also being modernized, an automatic train protection system (ATP) is being built, and the remaining level crossings are being eliminated. Basic maintenance and upgrading work also continued on

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the Tampere-Seinäjoki track. The track capacity, in other words the volume of traffic it can handle, has been raised during the 1990s by replacing safety and traffic control equipment, creating new passing places and increasing the length of old marshalling yards. In 1995, work on replacing the track superstructure started and the first electronic line interlocking on the Parkano-Seinäjoki track was introduced. The electronic interlocking operates the switches in marshalling yards and ensures safe passage for trains. This increases reliability, speed and capacity.

Upgrading work was also carried out on the Lahti-Kouvola track, which is important for both domestic and international traffic. Basic maintenance and the replacement of safety equipment also started between Riihimäki and Lahti and Luumäki and Vainikkala.

The work that has continued for years on upgrading the Helsinki to Turku coastal line is coming to an end. Some changing of sleepers still remains to be done and some level crossings need to be eliminated. Most of the track is, however, in good enough condition for it to serve as the first high-speed train line in Finland.

Work on the Helsinki to Tikkurila suburban line is also reaching completion. The fourth track will be ready on this sector in summer 1996. Long-distance trains and the capital's commuter trains will then be separated, each having two tracks. This will raise the line's capacity and the number of trains can be increased. The project has also involved improvements to stations and station land areas.

ELECTRIFICATION CONTINUES

In 1995, electrification of the Jyväskylä-Pieksämäki line was completed. Trains with electric locomotives started to operate on this 78 kilometre stretch of line at the beginning of October. This work carried on from the electrification of the Tampere-Jyväskylä line and it created a complete electrified loop line, Tampere-Pieksämäki-Kouvola-Riihimäki-Tampere.

More than a third, or 2073 kilometres, of Finland's rail network is now electrified. Electrification work is currently underway on the Tampere-Pori/Rauma line and the Toijala-Turku line will follow. Once this work is completed, nearly all of the major lines in southern Finland will have been electrified.

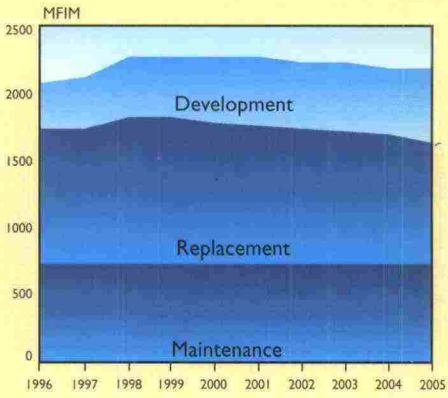
PREPARING FOR COMPETITION

The Finnish Rail Administration has signed most of its subcontract and service agreements for 1996 with VR companies, but it will eventually submit contractors and suppliers to competitive bidding. The EU directives, and other regulations, require this, aiming to make operations more efficient, to increase productivity and to make more effective use of money.

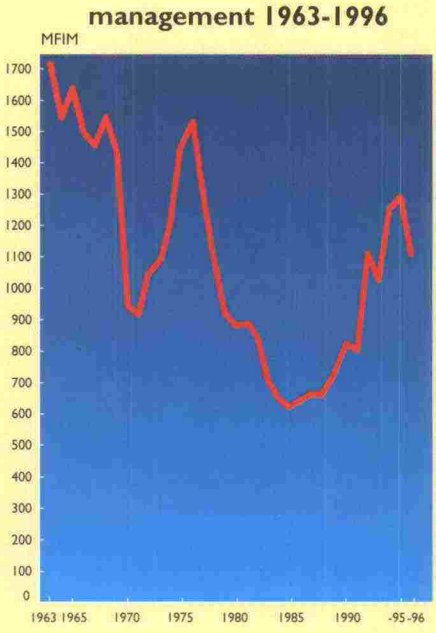
The intention is that from 1997 onwards as much of the construction work as possible and some of the maintenance work will be submitted to competitive tender. Purchases of materials will also be subject to competition. From the beginning of 1997, the Finnish Rail Administration will purchase direct some of the track materials, including all new switches.

Although Finland is a relatively small country in railway terms, for geopolitical and other reasons it is of interest to international contractors and suppliers. This is confirmed by the agreement which RHK has already signed with a foreign contractor for grinding rails. The Finnish market also offers contractors access to wider international contacts.

Financing requirements for infrastructure management 1996-2005

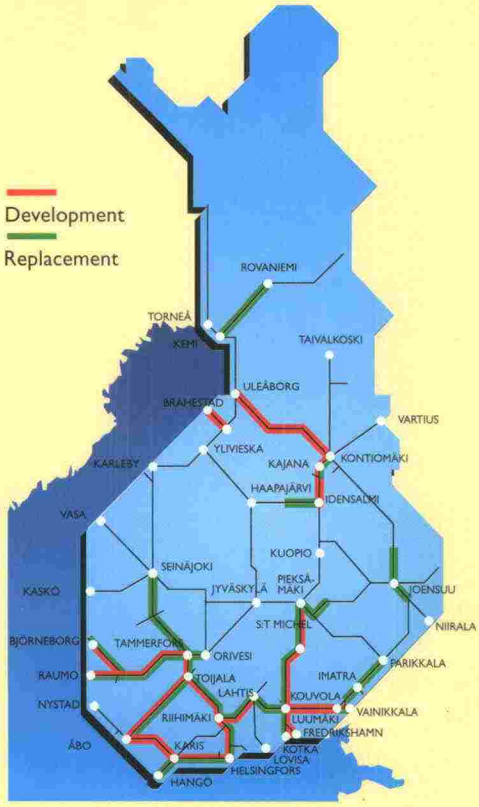


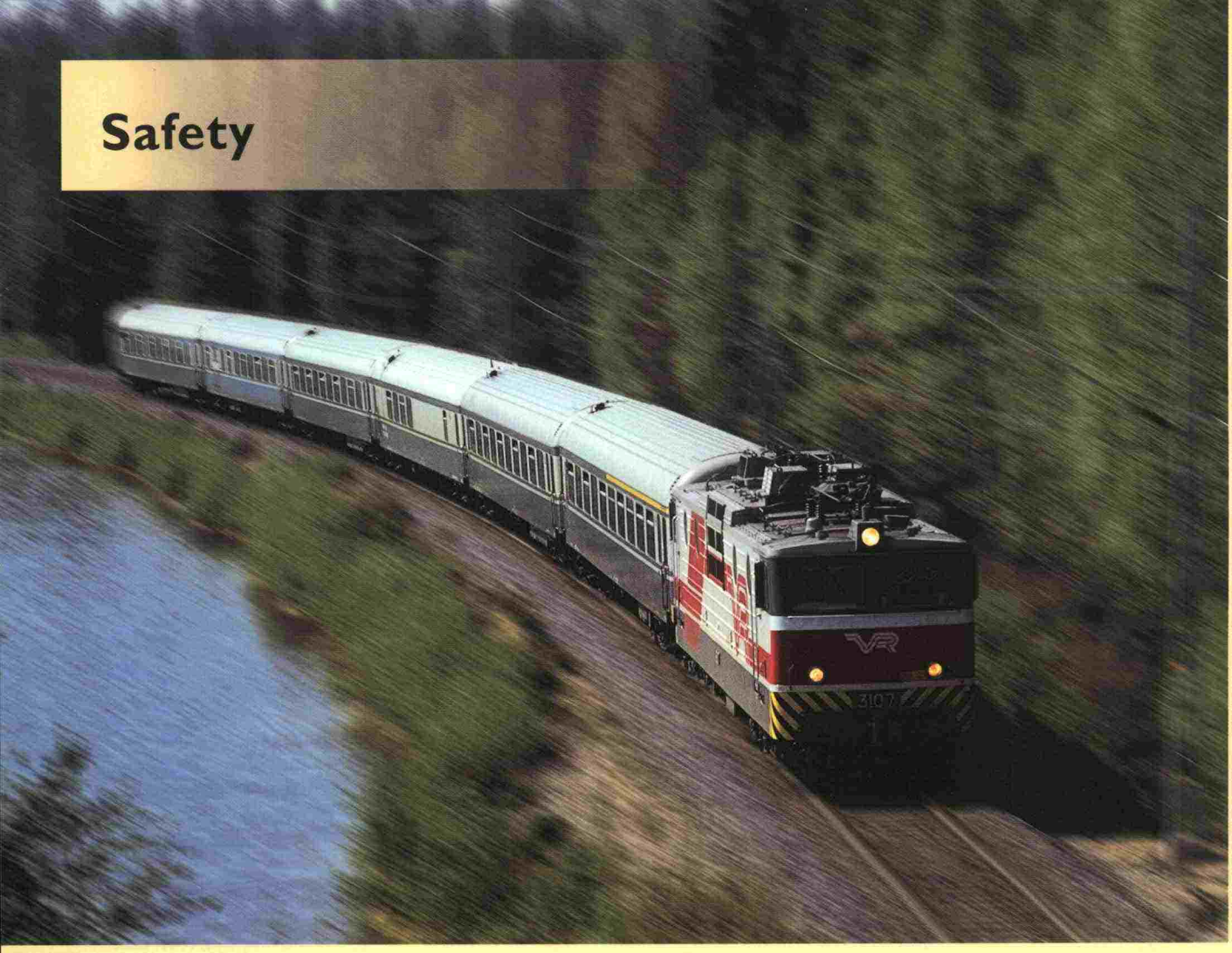
Investments in infrastructure management 1963-1996



Investment requirements for infrastructure management focus 1996-1999

(Level of financing FIM 2.1 - 2.3 billion/year)





Clear division of labour in safety matters

SAFETY ON THE RAILWAYS IS THE COMBINED RESULT OF SEVERAL FACTORS. IT IS AFFECTED BY THE TRACKS, TRAFFIC CONTROL AND SAFETY EQUIPMENT, LOCOMOTIVES AND ROLLING STOCK, TRAFFIC REGULATIONS, AND THE SKILLS OF PERSONNEL.

The establishment of the Finnish Rail Administration clarified the division of work and responsibilities for safety issues. Previously, all safety matters were the responsibility of the Finnish Railways, but now RHK as an independent department handles the tracks, safety technology and traffic regulations and sets the health and training requirements for traffic personnel. Train operators are responsible for fulfilling the set standards and complying with the regulations, and for ensuring that its employees meet the requirements laid down for them.

The Finnish Rail Administration analyzes all rail accidents and hazardous situations and uses the results of these to make further improvements to its safety activities. The Accident Research Centre, which comes under the Ministry of Justice, carries out the actual studies into accidents. The Finnish Rail Administration is the competent authority for supervising the transport by rail of hazardous substances and monitors them to ensure that regulations relating to these transportations are observed.

RHK also works closely with foreign partners in safety matters and adheres to international requirements and norms.

INTRODUCING AUTOMATIC TRAIN PROTECTION

A significant step forward in safety technology in 1995 was the introduction of an automatic train protection system (ATP) on the Helsinki to Turku coastal line, where high-speed trains will be introduced. An ATP system is in use at the moment between Kirkkonummi and Kupittaa, a distance of 162 kilometres. The system will be extended

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from Kirkkonummi to Ilmala in spring 1997.

The automatic train protection system checks that the train is not breaking the speed limit and is obeying other signs and instructions affecting the train. If a train exceeds the permitted speed limit, the system automatically applies the brakes. The aim is to introduce the protection system on all the busiest main lines by the year 2002.

Automatic block sectioning and centralized traffic control are systems that have been in use for a longer time to ensure the safety of rail traffic. Block sectioning means dividing the line into short sections, with automatically operated signal lights to show a train if the next section is free. The system enables trains to travel safely close behind each other, which makes for maximum use of track capacity. Centralized traffic control directs and monitors the traffic on lines equipped with block sectioning. Finland currently has 1744 kilometres of block sectioned lines and 1416 kilometres of centrally controlled lines.

ELIMINATING LEVEL CROSSINGS

An important part of improving rail and road safety is removing and improving the safety of level crossings. Level crossings are being eliminated from all parts of the rail network, especially from track sections where hazardous substances are transported or where high-speed trains are being introduced. Travelling at more than 140 km/h is only possible on lines with an ATP system that have no level crossings on public roads.

During 1995 a total of 170 level crossings were eliminated from the rail network. A further 18 unprotected level crossings were fitted with safety equipment. Level crossings are eliminated by rerouting roads, and by building bridges over and under the railway. RHK works closely with local authorities and road authorities to eliminate level crossings.

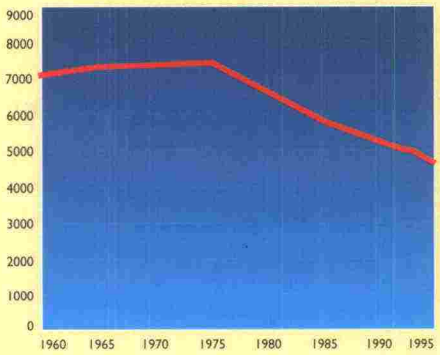
RHK RESPONSIBLE FOR TYPE APPROVALS AND REGULATIONS

The Finnish Rail Administration is responsible for the technical standards for rolling stock and for type approvals. In autumn 1995, following trial runs, RHK gave permission to start commercial trial operation of VR's new Sm3 train (the Pendolino S 220). With this permission the train has been able to run on sections without level crossings at 160 km/h. The Sm3 will probably be allowed to run at 200 km/h in summer 1996. The department has also been actively involved in the type approval process for VR's new Sr2 electric locomotives.

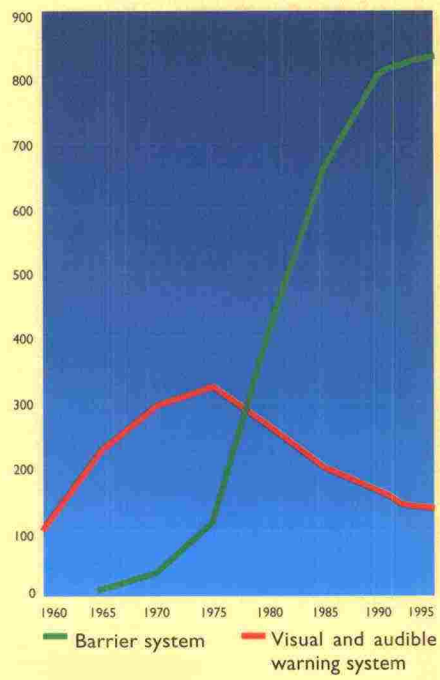
During 1995 RHK completed the renewal of the train safety regulations initiated by Finnish Railways. The regulations were reorganized and include new technical safety features such as the automatic train protection system. The new train safety regulations came into force at the beginning of March 1996. The health requirements for people working on rail traffic safety are being updated. The new requirements with the instructions for implementation will come into force during spring 1996.

The regulations on preparedness for railway accidents have been updated to correspond to the present organization and distribution of work. Among other things, the regulations cover preparedness times for individual track sections for emergency and clearance work.

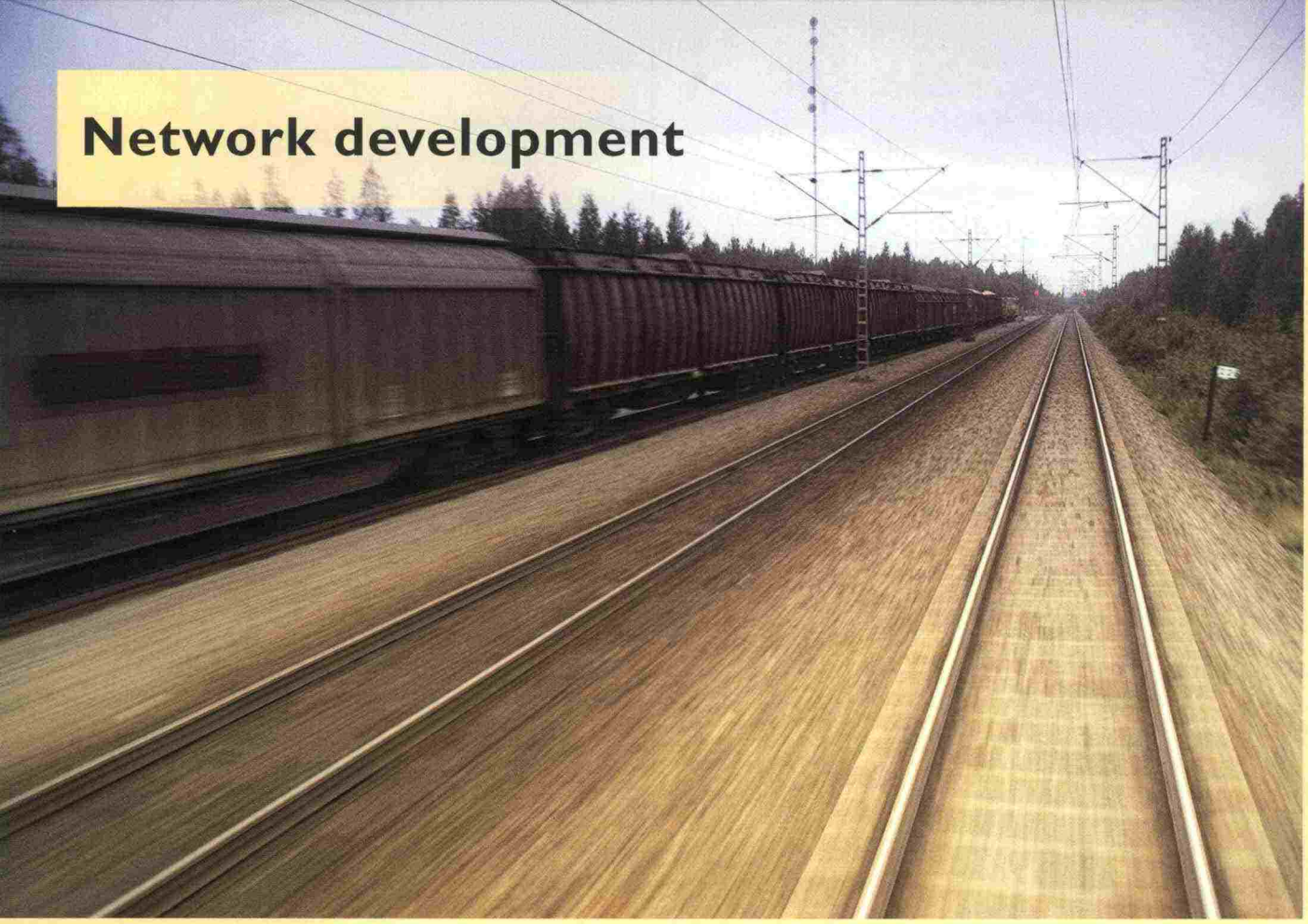
Number of level crossings 1960-1995



Number of level crossing safety systems 1960-1995



Network development



Developing the rail network improves the competitive ability of rail traffic

DEVELOPING THE RAIL NETWORK MAKES IT POSSIBLE TO RAISE THE EFFICIENCY AND PRODUCTIVITY OF RAIL TRANSPORT AND STRENGTHEN ITS COMPETITIVE POSITION

Development focuses on further electrification, increasing line capacity, in other words constructing new lines and extra tracks, and improving safety, with methods such as introducing automatic train protection and eliminating level crossings.

THE NORDIC TRIANGLE EU PROJECT

One of the key improvement projects for the Finnish Rail Administration is improving the sections of line that belong to the Nordic Triangle. The Nordic Triangle is a joint transport system for Finland, Norway and Sweden linking the capitals of the Nordic countries to each other. In Finland the Nordic Triangle is a traffic corridor running from west to east that consists of the Turku-Helsinki-Vainikkala railway and its port connections, the E18 road, the Helsinki-Vantaa airport and the ports on the south coast.

The Nordic Triangle is one of the European Union's 14 most important transport projects. It is part of a competitive logistics artery that effectively links the EU to Russia and through Russia to eastern and south-east Asia.

The railway link from Turku through Helsinki to Vainikkala is already an important national and international link, and its importance is underlined by the fact that the European Investment Bank has granted the Finnish state a loan of about FIM 1500 million for improving and constructing the rail sections of the Nordic Triangle. This loan will ensure that the improvements go ahead on the Turku-Helsinki, Helsinki-Tikkurila and Riihimäki-Lahti sections of the line.

TEN LINKS EUROPE

The rail sections of the Nordic Triangle are part of the EU's trans-European

RHK

AHALI INTOKES

transport network. The aim of developing the Trans-European Networks (TEN) is to improve links between national networks and make them more compatible. The EU has a separate TEN budget which will supply funds, mainly for project surveys, interest on loans and guarantees. In 1995, Finland received FIM 35 million in TEN support, which was meant almost entirely for the Nordic Triangle, partially as direct financial support and partially as interest support.

In addition to the lines belonging to the Nordic Triangle, all the major international goods traffic and busy passenger lines in Finland belong to the TEN network. These have a combined length of almost 3500 kilometres.

DIRECT LINE BEING PLANNED

The Finnish Rail Administration has continued planning of the Lahti direct line in accordance with the decision taken in 1994 by the Ministry of Transport and Communications. The direct line planned from Järvenpää or Kerava to Lahti is part of developing traffic in eastern Finland and to the east. Traffic on the main line going north from Helsinki is growing so much that extra line capacity will be needed after the year 2000.

The initial general plan for the Lahti direct line and the environmental impact analysis were ready at the beginning of 1996. Plans have been drawn up for four possible routes and for improving the existing main line. Once it has obtained statements on these plans, RHK will choose one for which it will have a final general plan drawn up. The decision on further action will be taken in 1997 once the final general plan is ready.

Other general planning projects are underway connected with improving rail traffic in eastern Finland and to the east. These include raising the standard of the Lahti-Luumäki section, building an additional track between Luumäki and Vainikkala and choosing the route for the Lahti-Mikkeli line. The Finnish Rail Administration will decide in 1996 on how to proceed with these projects once it has received statements on them.

ENVIRONMENTAL ISSUES TO THE FORE

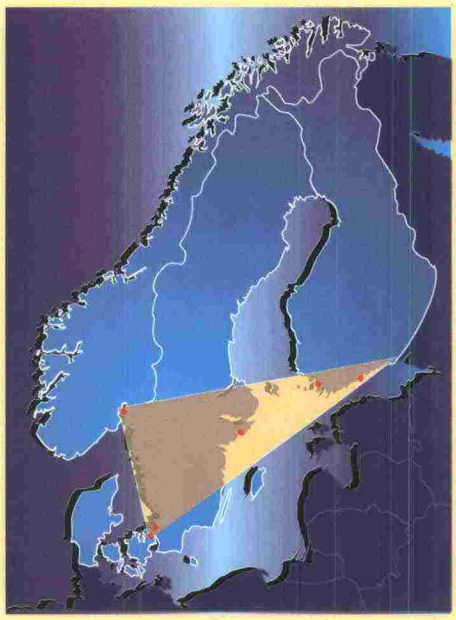
The Lahti direct line and the additional track between Luumäki and Vainikkala are the first railway projects in Finland for which environmental impact analysis (EIA) has been used.

Environmental issues in general play an important role in the RHK's operations. The department has just started its own environmental programme and is drawing up an environmental policy. In autumn 1995, RHK took the decision to make more use of concrete sleepers since they are more environmentally friendly. It also decided to adopt the international Euro II emissions standards for its new diesel trains. RHK is also starting to take noise measurements for rolling stock travelling on different track structures.

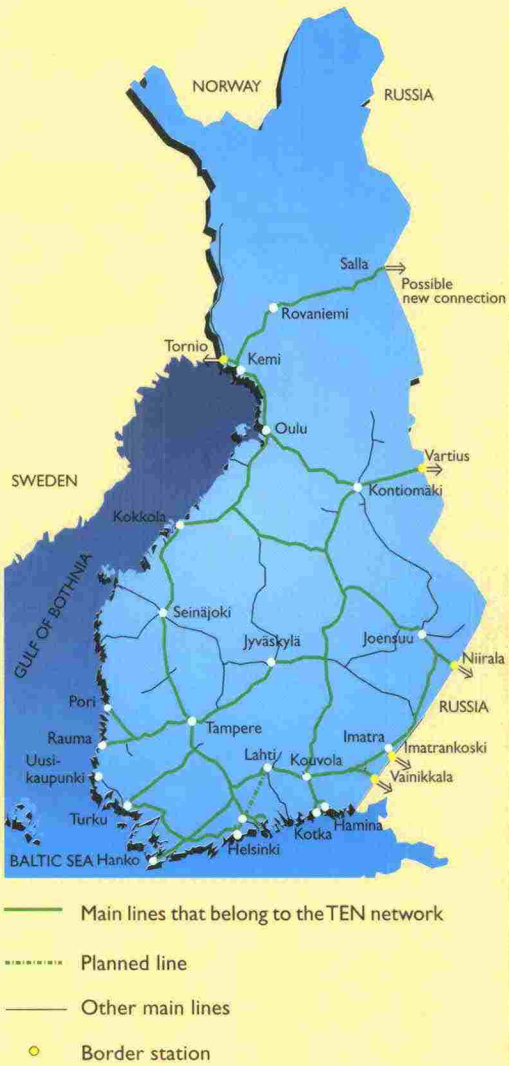
ELECTRIC TRACTION INCREASING

The goal of the second stage of the electrification programme is to raise the proportion of environmentally friendly electric powered traffic from 60% to over 80%. Extending electrification will speed up rail traffic and make it possible to operate trains with heavier loads.

Nordic Triangle



Finland's TEN network



Financial review 1995

The state budget for 1995, including supplementary budgets, included FIM 1 831 million for rail infrastructure management. Since allocated funds transferred from the previous year totalled FIM 361 million and cash in hand was FIM 25 million, RHK's available resources totalled FIM 2 217 million. An overdraft of FIM 2.5 million was granted for purchasing land areas.

During the first half of 1995, budgeted resources of FIM 1 014 million were used for infrastructure management. A further FIM 10 million income from sales of assets and other income of FIM 13 million were also used for this purpose. In the second half of the year FIM 996 million of budgeted resources was used.

In 1995, a total of FIM 2 042 million was used for actual infrastructure management and FIM 5 million for purchasing land. For the first time the budget included a sub-item for rail infrastructure management. This funded not only infrastructure management but also traffic control, the costs of the Finnish Rail Administration including ticket control operations, and the costs of real estate operations. Correspondingly, track fees, income from real estate activities and other income were credited to the sub-item. Income was sufficient to fund infrastructure management by FIM 9 million.

Project costs for track building and maintenance in 1995

FIM 1000	Used 1st half of year	Used 2nd half of year	Used total 1995	Carried forward 1996
DEVELOPMENT				
Helsinki-Tikkurila	33 619	37 475	71 094	
Helsinki-Tampere	4 268	10 863	15 131	
Helsinki-Turku	33 583	37 575	71 158	
Tampere-Seinäjoki	31 855	41 346	73 201	
Tampere-Pieksämäki, electr.	13 675	12 698	26 373	
Kirkkonummi-Turku, electr.	1 277	0	1 277	
Tampere-Pori/Rauma, electr.	17 405	26 063	43 468	
Toijala-Turku, electr.	8 895	1 038	9 933	1 067
ATP system	11 219	18 634	29 853	
Other, planning	7 651	5 597	13 248	
DEVELOPMENT, TOTAL	163 447	191 289	354 736	63 747
LAND AREAS		5 496	5 496	
EU FUNDS				1 280
EU'S NATIONAL CONTRIBUTION				1 600
Maintenance	357 173	349 016	706 189	
Replacement	515 914	465 631	981 545	
BASIC TRACK MAINTENANCE	873 087	814 647	1 687 734	143 427
RHK, traffic control, ticket control		112 359	112 359	
Real estate		20 002	20 002	
RHK etc. TOTAL		132 361	132 361	
TOTAL EXPENSES	1 036 534	1 143 793	2 180 327	209 841
Income, track fee		-90 000	-90 000	
Income, real estate		-38 988	-38 988	
Income, other	-22 789	-18 304	-41 093	
TOTAL INCOME		-147 292	-170 081	
TOTAL EXPENSES	1 013 745	996 501	2 010 246	211 121

Statement of actual spending 1 July - 31 December 1995

Budget account no.			Allocated funds			Used accumulated	Carried forward to next year	Comparison with budget
			Transfer 1. from 1st half of year	1.7.-31.12.95	Available			
INCOME								
11.04.11		Value added tax				914 510		
12.31.58		Income from from infrastructure management				66 000		
		TOTAL INCOME				**980 510**		
EXPENSES								
28.99.23.1	A	Value added tax costs				247 958 536		
28.99.23.2	A	EU purchases, VAT				1 013		
		TOTAL VAT				**247 959 549**		
		INFRASTRUCTURE MANAGEMENT, EXPENSES						
26.97.61.3	S 3	**EU's Regional Development Fund**		**1 280 000**	**1 280 000**		**1 280 000**	
31.58.21.1	S 2	**EU projects**		**1 600 000**	**1 600 000**		**1 600 000**	
31.58.21.2	S 2	**RHK and other basic maintenance**		**941 400 000**	**941 400 000**	**797 972 888**	**143 427 112**	
		Gross income		1 082 400 000	1 082 400 000	945 264 873	137 135 127	
		-Finnish Rail Administration		141 500 000	141 500 000	112 358 886	29 141 114	
		-Track construction and mainteance		897 400 000	897 400 000	812 904 347	84 495 653	
		-Real estate operations		43 500 000	43 500 000	20 001 640	23 498 360	
		Gross income		-141 000 000	-141 000 000	-147 291 985	6 291 985	
		-Track fees		-90 000 000	-90 000 000	-90 000 000		
		-Income from real estate operations		-46 000 000	-46 000 000	-38 987 633	-7 012 367	
		-Sales income		-5 000 000	-5 000 000	-18 304 352	13 304 352	
31.58.62.	S 2	**Track building and maintenance by VR**						
31.58.62.1.1.	S 2	Helsinki-Tikkurila	**6 206 000**		**6 206 000**	**6 206 000**		
31.58.62.1.2.	S 2	Helsinki-Tampere	**3 818 000**		**3 818 000**	**3 818 000**		
31.58.62.1.3.	S 2	Helsinki-Turku	**38 000**		**38 000**	**38 000**		
31.58.62.1.4.	S 2	Tampere-Seinäjoki	**3 445 000**		**3 445 000**	**3 445 000**		
31.58.62.1.5.	S 2	Tampere-Pieksämäki	**4 386 000**		**4 386 000**	**4 386 000**		
31.58.62.1.6.	S 2	Tampere-Pori/Rauma electrification	**3 595 000**		**3 595 000**	**3 595 000**		
31.58.62.1.7.	S 2	ATP systems	**7 422 000**		**7 422 000**	**7 422 000**		
31.58.62.2	S 2	Track build. and maint.	**1 743 540**		**1 743 540**	**1 743 540**		
31.58.77.	S 2	**Track development**		**225 000 000**	**225 000 000**	**161 252 709**	**63 747 291**	
31.58.77.2	S 2	Development		225 000 000	225 000 000	161 252 709	63 747 291	
31.58.87	A	**Rail network land areas**		**3 000 000**	**3 000 000**	**5 496 245**		-2 496 245*
49431586218	S 3	Planning	**89 000**		**89 000**	**89 000**		
49431586219	S 3	Toijala-Turku, electrification	**2 105 000**		**2 105 000**	**1 037 533**	**1 067 467**	
RAIL INFRASTRUCTURE MANAGEMENT TOTAL EXPENSES			**32 847 540**	**1 172 280 000**	**1 205 127 540**	**996 501 915**	**211 121 870**	

*Overdraft granted FIM 2 500 000

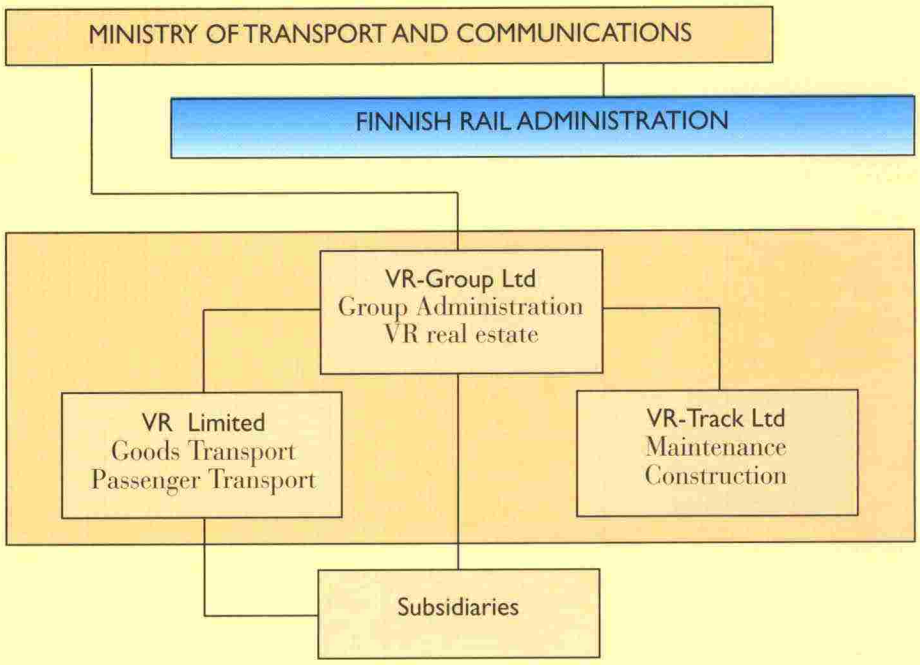
Helsinki 20 February 1996

Chief Director
Ossi Niemimuukko

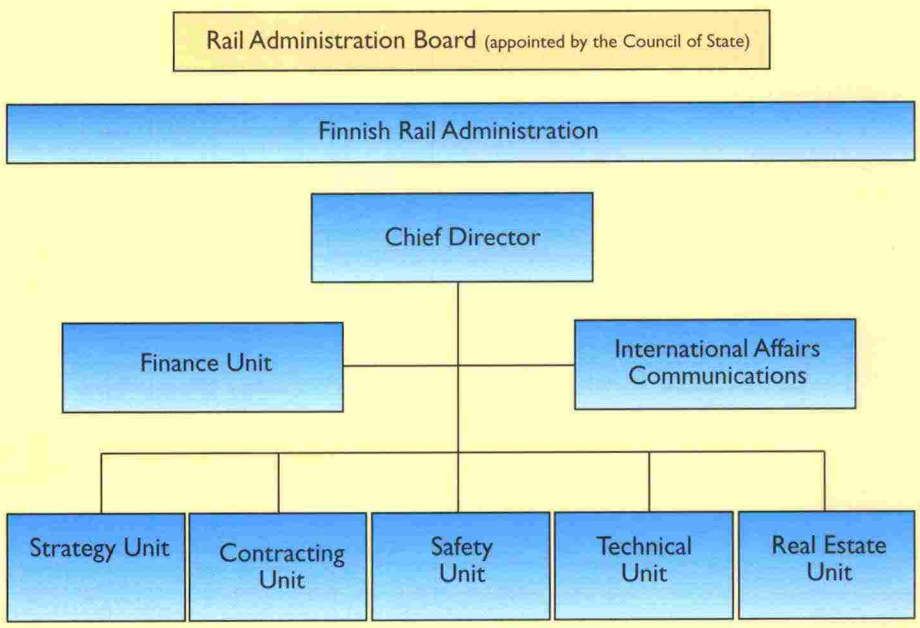
Head of Finance Unit
Airi Kivelä

The role of the Finnish Rail Administration

The Finnish Rail Administration is a civil service department subordinate to the Ministry of Transport and Communications. It purchases track construction and maintenance, real estate management and traffic control services from external companies, including the VR (Finnish Railways) companies.



Organization of the Finnish Rail Administration



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Finnish Railways in brief

(at 1 January 1996)

- First railway line: Helsinki-Hämeenlinna, 1862
- Gauge: 1 524 mm
- Total length of railway lines: 5 859 km, of which 5 660 km main line
- Total track length including sidings: 8 915 km
- Lines with two or more tracks: 496 km
- Track with concrete sleepers: 1 400 km
- Long-welded track: 3 660 km
- Electrification system: 25 kV 50 Hz
- Electrified line: 2 073 km
- Tunnels: 42
  - 38 on main lines
  - 4 on industrial lines
- Railway bridges: 1 998
  - bridges over rivers 1 086
  - bridges over roads 662
  - bridges over pedestrian underpasses 250
- Bridges over railway lines: 734
  - road bridges 663
  - bridges for non-motorized traffic 694
- Number of level crossings on main lines: 3 884
  - fitted with semi-barriers 694
- Sleepers/km: 1 640
- Type of new rail on main lines: UIC 60 (weight 60 kg/m)
- Land owned by RHK: 28 800 ha, of which 21 200 ha used by track
- Buildings owned by RHK: 4 500, total volume of 1.4 million m^3

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